

# The Hongkong Telegraph.

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MONDAY, JULY 8, 1907.

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\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... " 14,550,000

**Branches and Agencies.**  
TOKIO.  
Kobe.  
OSAKA.  
NAGASAKI.  
LONDON.  
LYONS.  
NEW YORK.  
SAN FRANCISCO.  
HONOLULU.  
ROMBAY.  
SHANGHAI.  
HANKOW.  
CHIEFOFFICE.  
TIENHSIN.  
PEKIN.  
NEWCHANG.  
DALNY.  
PORT ARTHUR.  
ANTUNG.  
LYOANG.  
MUKDEN.  
TIE-LING.  
CHANG-CHUN.

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.

On Fixed Deposits:—  
For 12 months ..... 5% p.a.  
" 6 " ..... 4% " "  
" 3 " ..... 3% " "

TAKAO TAKAMICHI,  
Manager.  
Hongkong, 6th April, 1907. [17]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL ..... £ 800,000  
RESERVE FUND ..... £ 1,075,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.  
" 6 " 3% "  
" 3 " 2% "

JOHN ARMSTRONG,  
Manager.  
Hongkong, 15th May, 1907. [15]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED ..... GOLD \$10,000,000  
CAPITAL PAID-UP ..... GOLD \$ 3,250,000  
RESERVE FUND ..... GOLD \$ 3,250,000

HEAD OFFICE:—60, WALL STREET, NEW YORK.

LONDON OFFICE:—THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:—BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—  
For 12 months 4% per cent. per annum.  
" 6 " 3% " "  
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.  
CHAS. R. SCOTT,  
Manager.  
Hongkong, 14th March, 1907. [18]

### NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).  
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office:—AMSTERDAM.

Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Hongkong, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroacan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Achene), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:—THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:—  
On Current Accounts 2% per annum on daily balances.  
Fixed Deposits 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "

J. L. VAN HOUTEN,  
Agent.  
Hongkong, 8th June, 1907. [20]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Silver Reserve ..... \$11,000,000  
RESERVE LIABILITY OF PROPRIETORS ..... \$10,000,000

COURT OF DIRECTORS:  
G. H. Medhurst, Esq., Chairman.  
Hon. Mr. Henry Keswick, Deputy Chairman

A. Fuchs, Esq. E. Shellim, Esq.  
K. Goetz, Esq. R. Shewan, Esq.  
A. Haupt, Esq. H. A. W. Slade, Esq.  
C. R. Lenzmann, Esq. H. E. Tomkins, Esq.  
J. Raymond, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:—  
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2% per Cent. per Annum.  
For 6 months, 3% per Cent. per Annum.  
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 14th June, 1907. [21]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. [22]

### DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP:—Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.  
BOARD OF DIRECTORS:—BERLIN.

BRANCHES:  
Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:  
Koenigliche Seehandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichroeder  
Berliner Handels-Gesellschaft  
Bank fuer Handel und Industrie  
Robert Warshawsky & Co.  
Mendelssohn & Co.  
M. A. von Rothschild & Soehne  
Frankfurt a/M.  
Norddeutsche Bank in Hamburg, Hamburg  
Sal. Oppenheim jr. & Co., Koeln.  
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY.  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

F. JUNG,  
Manager.  
Hongkong, 11th January, 1907. [24]

### NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).  
Subscribed Capital FL. 10,000,000 (Paid-up).  
Reserve Fund ..... FL. 1,628,850.19 (£131,737).

Head Office:—AMSTERDAM.  
Sub-Office:—THE HAGUE.  
Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Samarang, Indramajoo, Bandoeng and Weltevreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, etc.

BANKERS:  
London:—The Williams Descons Bank, Ltd.  
Paris:—Comptoir National d'Escompte de Paris.  
Berlin:—Deutsche Bank.  
Brussels:—Banque de Paris et des Pays Bas.  
Vienna:—Union Bank.  
Rome:—Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED:—  
On Current Accounts at the rate of 2% per annum on the daily balances.  
On Fixed Deposits: 12 months 4% per annum.  
" 6 " 3% " "  
" 3 " 2% " "

J. BORTJE,  
Manager.  
Hongkong, 16th Des Vieux Road Central. [19]

### Hotel.

### HOTEL CRAIGIEBURN.

Plunket's Gap, the Plaza, near the Tram Terminus, Tel. 56

For Terms, &c., apply to the MANAGER.

Hongkong, 14th July, 1907. [26]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & SIMLA	YOKOHAMA	About 8th July	Freight and Passage.
SHANGHAI	DELHI	About 11th July	Freight and Passage.
LONDON, &c., via usual Ports of Call	CHINA	13th July, Noon	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	SYRIA	About 17th July	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th July, 1907. [1]

## Entimations.

### LANE, CRAWFORD & CO.

#### LADIES' DEPARTMENT.

#### TRIMMED MILLINERY.

#### SUNSHADES.

#### SUMMER COSTUMES.

#### LACE COATEES.

#### BATHING COSTUMES.

#### SHOES, HOSE

### LANE, CRAWFORD & CO.

Hongkong, 17th June, 1907. [35]

## ASK FOR

### KUPPER'S PILSENER BEER.

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,

### CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 6th July, 1907. [38]

### HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

#### EXCURSION TO MACAO.

On SUNDAY, the 14th July.

THE Company's Steamship

#### "SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare ..... \$4.00

" " " on the following day ..... \$5.00

" " " Single ..... 7.00

Popular Excursion Rates: as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. J. CLARKE,  
Secretary.

Hongkong, 24th July, 1907. [39]

## Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

### THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

### THE MUTUAL STORES,

and all its BRANCHES.

### WATSON & CO., LD.,

and the Agents—

### F. BLACKHEAD & Co.,

Hongkong, 24th January, 1907. [30]

### THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

### GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907. [39]

### CHAMPAGNE.

### G. H. MUMM & CO.

#### THE MOST POPULAR WINE

Can be had in the following qualities:—  
EXTRA DRY (Gout Americain).  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony. [45]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,  
Manager. [26]

### KING EDWARD HOTEL.

#### A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1906. [27]

### THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,000,000.)

Underwrites and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.

SHEWAN TOMES & Co.,  
General Managers.

Hongkong, 22nd May, 1907. [19]

#### GRAND OPENING

#### OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER THE AUSPICES OF THE CANTON NAM-KEUNG PUBLIC COLLEGE,

there will be opened to the public at 37, QUEEN'S ROAD CENTRAL (three doors above Supreme Court),

on WEDNESDAY, 13th May, 1907, A GRAND EXHIBITION OF EXQUISITE ART TREASURES,

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN

WARES, Beautiful Articles of Domestic Furniture including a Bedroom Suite in Crystal and in Hardwoods, Roman Chair from the Vatican, Rare Carols, Bricks, Brackets and other specimens of Yucca collected by connoisseurs in Art from many parts of the world to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be charged for admission, the net proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance:—  
Adults ..... 25 cents  
Children ..... 15 " "  
Children in uniform ..... 10 " "

H. H. HALL,  
Manager.  
Hongkong, 13th June, 1907. [47]











## Intimation.



**A. S. WATSON & CO.,  
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841

## CLARET.

	Per case, 12 doz. qts.	Per case, 12 doz. pils.
ST. ESTEPHE	\$ 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION		
LARRIVET	18.00	20.00
CHATEAU MOUTON		
D'ARMAILHAC	22.00	24.00
CHATEAU PONTET		
CARNET	25.00	—
CHATEAU LA TOUR		
CARNET	30.00	—
CHATEAU RAUZAN	44.00	—
CHATEAU LAFITE	50.00	—

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

**A. S. WATSON & CO.,  
LIMITED.**

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

## MARRIAGE.

June 4, at Westminster, COLIN, son of late A. M'iver, of Hongkong, to ETHEL AGNES LAMBERT.

## DEATH.

On July 7, 1907, at Shanghai, GEORGE ALFRED VICTOR DICK, of the Great Northern Telegraph Co., aged 31 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 8, 1907.

## AN INDUSTRY FOR KOWLOON.

Some time ago, when we had occasion to remark on the development of Kowloon, alike as a residential and business area, and the possibilities which will, in all probability, be realised in the near future, reference was made to the admirable system of roadways which have been constructed there under the superintendence of the Public Works Department. The inconveniences, delays and dangers caused by the narrow thoroughfares in Victoria have not been lost sight of by the Department when considering the question of extending the street communications of Kowloon. Indeed, it would have been strange and suggestive of an optical derangement not to say, a mental infirmity, and a departmental twist had the constant congestion of the principal arteries of the city resulting from the old-fashioned notions of what was necessary for vehicular traffic escaped the attention of the officials responsible for the construction of roadways in the Colony. Except in the dead of night, and only for a few hours then, the main streets on the island are thronged with vehicles to such an extent that everyone must be thankful that the peculiar situation of the island, its conformation and characteristics, have precluded the introduction of horse-traction for commercial purposes. In Kowloon, which is only in its infancy, and already exhibits the attributes of a lusty growth, the old policy has given way before an enlightened administration which promises to confer on that desirable portion of the peninsula benefits which have been denied to Hongkong and to the City of Victoria in particular. As the residential district is extended, and the commercial interests of Kowloon are augmented, either by the introduction of new industries or the partial transference of old established firms from the island to the mainland which is being carried into effect or in contemplation, the question of adequate street communications is, of necessity, one of daily consideration by the Public Works Department. And, judging from the character, meaning the width and bed formation, of the roads which have lately been built to suit public requirements there can be no doubt as to their suitability to meet the extensive traffic

which exists in Kowloon at present and is ever on the increase. The main roads are 100 feet in width, which leaves ample room for their adornment by the planting of trees, after allowing a sufficiency of space for the passage of the ordinary street traffic; while the side roads, which are mainly for the convenience of the immediate residents, are more than sufficient to meet the limited needs of the special community for whom they are intended. But the fact that the arterial system of Kowloon is based on the sound principle of providing for the growth of the district, particularly as an industrial and commercial centre, is suggestive of more than the mere utilitarian purpose of the roads. It may be remembered that on a previous occasion we referred to the introduction of motor-cars into Hongkong. If there is one place more than another where the motor-car might be considered out of place it is surely the island of Hongkong, where there are neither roads suitable nor objectives of interest to reward the enthusiasm of those who indulge in the luxury of the latest form of locomotion. In Kowloon, however, the conditions are entirely favourable to the desires of the motorist, and are likely to become more so when the railway to Canton becomes an accomplished fact. The pleasure incident to the negotiation of a variety of difficulties and the traversing of a country which to the majority of people is, at present, a *terra incognita*, will be at the command of the amateur chauffeur and his friends, and there is no reason why a prosperous and flourishing trade in automobile requisites should not be established on the peninsula to meet the needs of those who are in a position to give vent to their roving proclivities. In this connection some remarks which appear in the report for 1906 of the Commissioner of Customs at Shanghai are probably indicative of what will occur at Kowloon when the "bacteria automobilium" make their appearance at Kowloon. Referring to the tramway scheme at Shanghai, the Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negatived, mainly, upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curiously enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town, than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor-boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage godowns far removed from their offices, the Municipal Council's new motor chemical fire engine, etc., all prove how welcome and serviceable the new industry is in this city." The American Consul at Tsingtau writing on the same subject exhorts the manufacturers of automobiles in the United States to recognise and take advantage of the openings which one afforded those who desire to obtain a share of the trade which is bound to arise in the motor-car trade. If in Shanghai and Tsingtau the auto-car industry has already been considered worthy of attention by the official world which takes stock of commercial affairs, the future of the motor industry in Hongkong and especially in Kowloon should certainly not be neglected by those enterprising enough to take time by the forelock. Everything tends to favour the idea that when Kowloon has come into its own, and when the many opulent Chinese merchants and Europeans in a position to invest in motor-cars are interested in the idea, there will be something in the nature of a rush to be in the fashion. Whether the less fortunate of the population will enjoy the prospect of a host of horseless vehicles speeding across the country intent upon their own affairs rather than concerned with the interests of the people is another matter which will, of course, have to be the subject of legislation. But if motor-cars are a recognised feature in Hongkong to-day there is no reason why they should not flourish in Kowloon to-morrow, where the roads, conditions and benefits are infinitely more attractive.

## THE POLLY OF HURDLE RACES.

The farcical display of jumping which was given by the China ponies in the hurdle race at the gymkhana held at Happy Valley on Saturday should at last convince the Committee that this event on the programme should be obliterated once and for all. Bither the ponies cannot or will not jump over the low hurdles erected on the course, but we lean to the former belief, which has been succinctly and colloquially expressed in the words of a racegoer, who observed that "China ponies cannot jump hurdles for sour apples." If the hurdle race were merely inserted on the card with the object of arousing the risibilities of the spectators, the idea would be

sufficiently ridiculous in itself, but when life and limb are endangered, as they were on Saturday, and as they always have been in this egregious exhibition, the stewards should realise that their responsibility is not limited to the tact encouragement of the comical. There is nothing of the element of sport in a competition which is usually won, not by the best horse, but by the strongest, which boldly pushes its way through instead of over the hurdles. As a matter of fact, the horse which starts last and leaves the obstacles on the course to be ground under foot by the leading contestants has apparently the best chance of reaching the winning post, having profited by the labours of the others at the preliminary hurdles. But even then, the spectators have had to witness a display which began mirthfully when the ponies refused time and again to take the jump and ended in boredom when the same tactics occurred at each successive hurdle. The fact is, the China pony is not built for jumping hurdles; it is too heavy in the shoulder, neck and head and bears about the same relation to a hunter as a drayhorse at home. A local enthusiast in racing remarks that the China pony can be depended upon to negotiate dry cuts, and in Shanghai some wonderful jumps over water-courses have been witnessed, especially in the paper chases, but there again they have been schooled to their work, which is not the case in Hongkong. On Saturday, according to our information, two ponies were out in the hurdle race that had never previously tried a hurdle, while had it been a mile race the pony which did win would not have been among the first three of the four runners. It is therefore, little less than absurd to continue including in the programme of gymkhana after gymkhana the usual hurdle race as if the Committee had the hope of discovering some day an Oriental Grand Nationalist; and the sight of rider after rider toppling out of his saddle and whipping the frightened animals half a dozen times before each hurdle is certainly not conducive to sport, and is not sport in any sense of the term. The committee who frame the programme would be well advised if they dropped the hurdle race from future meetings, and we trust they will take our hint, which is offered in the best spirit and will certainly be endorsed by all who have the interests of pony-racing in Hongkong at heart. Fortunately, on Saturday the accident to the rider of Beaufort did not prove to be a serious one, but it should not be necessary to kill somebody before a needed reform is made.

## LOCAL AND GENERAL.

H.E. SIR CLAUDE MACDONALD, British Ambassador to the Court of Japan, returned to Tokio on 28th ult.

CAPTAIN P. H. M. Taylor, 32nd (Indian) Lancers, has been appointed Aide-de-Camp to Sir Frederick Lugard, Governor of Hongkong.

ENGINEER Sub-Lieutenant C. B. Evington has been appointed to the *Kant* on the China Station, from the *Roxburgh* in the First Cruiser Squadron.

Owing to the absence of Mr. F. A. Hazelland in Macao, Mr. G. N. Orme, acting second police magistrate, presided at the Police Court this morning.

SECOND Lieutenant C. R. Shannon, Royal Engineers, doing duty in the Isle of Wight, have been placed under orders to proceed to Hongkong in the approaching relief season.

THE Chinese Engineering & Mining Co.'s total output of the Company's three mines for the week ending June 22, 1907, amounted to 20,995 tons and the sales during the same period to 20,767.47 tons.

AN American Consulate was opened on the 1st inst. at Antung, under the jurisdiction of Mr. Arnell, lately of Mukden. The survey of the Amur Railway has been finished and it is expected that the line will be constructed by 1912.

COMMANDANT MAUGER, who has been seriously ill from concussion of the brain as the result of a motor-car accident on June 4th, was able to leave the Shanghai General Hospital on 30th ult. and stayed for a day at the Hotel des Colonies. His recovery was not permanent and he had to return to hospital the next day.

THE cruizers of the *Monmouth* type—the *Monmouth* is on the China Station—are to have their 12-pounder quickfiring guns removed from the captains' cabins and re-mounted on the after shelter deck, or upper deck. The light 12-pounders thus displaced will be re-mounted on field carriages for emergency service.

THE property belonging to the late Mr. A. W. Maitland, situate at No. 9, Seymour Road, Shanghai, was sold by auction on 1st inst. by Messrs. L. Moore & Co. A large number of prospective buyers were present, and the bidding, starting at 11,000, soon ran up to 11,800, at which figure the Shanghai Land Investment Co. was the purchaser.

ON the 4th ult. Mr. Ruciman informed Mr. Lonsdale that Sir E. Fry had no information as to the whereabouts of the Chinese, except what had been published in the Press, and he was confident that His Majesty's Minister to China would report to him at once upon the matter if it were serious. From official information received the disturbances at Lianchow, previously reported, appeared to have been unimportant.

THE thermometer registered 107° in the shade at Tientsin on 26th ult.

AN interesting race between motor boats took place yesterday afternoon, the course being from the Corinthian Yacht Club to the beacon at Lyngemond Tass. Five boats competed and the race was won by the *Filling*, owned by Ulterup & Schluter, the *Dimchak* being second and *Nalus* third. The *Filling* was built by the owners and has two cylinder engines by Fay & Bowen, U.S.A. The winner had a handicap of ten minutes.

AT an entertainment of welcome given on 30th ult. at "Coul" in honour of Pak Yong-ho, the former political refugee who has just been allowed to return from Japan to Korea, over forty anti-Japanese assassins attempted to assassinate Pak Yong-ho, Fong Phong-chun, Minister of Commerce, and Yi, President of the pro-Japanese Ichin-hoi Society. These three men had the narrowest escape. The leader of the assassins committed suicide on the spot.

NEWS has reached this country of the death, on April 19, of Mr. Wei On, who was, we believe, the only Chinaman ever admitted as an English solicitor. He was educated at Cheltenham College and Christ Church, Oxford, where he took his M.A. degree and became known as a fine athlete. He was subsequently articled to Messrs. Clarke, Rawlinson and Co., of 66, Gresham House, and we believe, showed more than the ordinary intelligence of the article clerk. He was admitted in 1896 or 1897, and soon afterwards returned to his native country, where he practised until his death.—*L. & C. Express*.

THE negotiations between the Chinese and Japanese with regard to affairs in Manchuria have been resumed in a conciliatory manner. H. E. Hsi Shichang, Viceroy of the Manchuria provinces, and H. E. Yang Shao-yi, Governor of Fengtien, have issued a manifesto which declares that the steady influx of foreigners into Manchuria, due to the opening up of the different towns, is a matter of great congratulation from the point of view of commerce. The proclamation then exhorts the people of Manchuria to cultivate friendly relations with foreigners and deprecates any continuance of anti-foreign feeling.

A WELL-TO-DO Chinaman, residing at the corner of Connaught Road Central and Wing Wo Street, third floor, was picked up in the street early this morning, by the police, dead. His skull was fractured. There is at present nothing to show how deceased met his death, but the theory advanced is suicide. Friends of the dead man informed the police that during the past few weeks he appeared to have gone entirely out of his mind. He acted queerly and constantly spoke of death. They were of opinion that some time during the night accused must have got out of bed and jumped over the verandah. The deceased was a middle-aged man.

ON May 30 there was launched at Whiteinch the screw steamer *Polio*, built for the Messageries Maritimes de France. The vessel has been constructed to British Corporation and Board of Trade highest class. The general dimensions are as follows:—Length, 410 ft.; breadth, 52 ft. 9 in.; depth, 32 ft. 6 in. Her gross capacity is 5,000, with a deadweight carrying capacity of 8,500 tons, and a cubic capacity of 13,200 tons. The machinery consists of a set of triple-expansion engines, capable of driving the vessel at a speed of 12 knots at sea. The *Polio* has been constructed to meet the owners' increased traffic between Marseilles and the East.

THE fifteen young Chinese, who arrived in France last week, says the *L. & C. Express* of 7th ult., to complete their military instruction and return to their own country in two or three years with the rank of under-lieutenant, have been conducted to the military Prytanée de La Flèche by Colonel Ting, who accompanied them from China to Paris and by M. Tang Tsai-Pou, First Secretary of the Legation in Paris. They will there remain the necessary time to acquire a sufficient notion of the French language, before going to different infantry regiments. The young students will until then retain the Chinese uniform, to be exchanged for that of the French infantry when they are incorporated in the same.

TO-DAY was one of the busiest days that the Magistracy has seen for weeks, and with only one magistrate sitting it looked at one time as if it would be impossible to get through the cases in one day. There were several gambling cases, innumerable hawking, obstruction and assault cases, while petty larcenies and lozenges and vagabondage were there in plenty. No less than four hours were occupied by the fishers and clerks, assisted by an interpreter, in copying the charge-sheets. And with each officer getting his witnesses together and waiting for his different cases to be called on, the Magistracy was the best place to be away from this morning, standing room, not to say sitting accommodation, both inside and outside the Court room, for an hour after the Court sat, being impossible.

CAPTAIN W. Valentine, of the Canton steamer *Pouan*, prosecuted four Chinamen at the Police Court this morning, with obtaining a passage to Hongkong without permission, and the steamer's cook with aiding and abetting the stowaways on board. The *Pouan* left Canton at half-past six o'clock last evening for Hongkong. After the fares had been collected the chief officer, the purser and the cook were lost in search of stowaways, for it is seldom a day passes without some coolies being found hidden somewhere on board. In a room belonging to one of the firemen the defendants were located. The captain was called and, in front of him, the first defendant, painted out Wong Wing, the cook, was being instrumental in getting them aboard. This man, however, denied this at the Court. His Worship, looking at the stowaways guilty and the cook not guilty, there not being sufficient evidence to convict. The first accused, for telling a falsehood, was fined 50 and the other three 25 each. The cook was discharged.

## CANTON DAY BY DAY.

LANDING AND STORAGE OF KEROSENE.

[From Our Own Correspondent.]

Canton, 6th July. Some time ago, the British Consul-General at Canton, Mr. R. W. Mansfield, wrote to H. E. the Viceroy several lines pointing out that the kerosene oil landed at the jetties close to the Canton-Hongkong steamers' wharf at Tung King Street, is a source of great danger and risk to the wharfs, and requested H. E. the Viceroy to give instructions to have the jetties removed. The Central Police Department, by order from the Viceroy, has issued a proclamation together with some regulations governing the landing of the oil. The regulations are chiefly to the following effect:—A suitable place should be selected for the erection of a jetty where kerosene oil only could be landed. All kerosene boats coming from the Fat Oil Tanks to Canton are to carry a flag made of white cloth, 2 feet wide and 3 feet long, bearing the two characters (火水) painted on it. All such boats should be in possession of a special permit issued by the Customs House authorities. These boats must be constructed of iron and be of good condition, and used for conveying kerosene oil, but no other cargo. Good tubs, closed with lids, instead of the old kind tubs, should be used in conveying the oil. Each kerosene store in Tung King and other streets should not keep a larger stock of oil on the premises than about twenty cases at a time, and must not store the goods in a densely populated place. If no suitable site can be obtained for the purpose of a jetty, a daily supply should only be brought from the tanks enough to satisfy the demand. The proposed jetty together with all such boats for carrying oil are to be under the control of the Harbour Master.

DIRECTOR OF THE BUND DEPARTMENT. Yesterday H. E. the Acting Viceroy appointed the sub-director of the Canton Bund Department, expectant Magistrate Sit Wing-nien, as director of the same department, and this official will to-day assume charge of office.

STUDYING PLAGUE. At the meeting of the Fong Pin Hospital, the directors decided to send one of the institution's medical officers to Annam to inquire into the system of the treatment of plague-stricken patients in that country, with a view of effecting reforms on modern lines in the treatment of bubonic plague patients in that institution.

## RAILWAY MEETING.

A meeting of the Canton-Hankow Railway Company was held at the Company's office yesterday afternoon, to promulgate regulations governing the forthcoming mass meeting. Mr. Ha Yang-sang was voted to the chair and numerous suggestions were brought up for discussion by those present. Ultimately resolutions to the following effect were carried:—(1) That as the representatives of the Government and the different Railway Companies throughout the Empire are to be present, the forthcoming meeting is to be carried out in a businesslike manner. (2) That two superintendents, two inspectors, two secretaries, scrutineers, etc., are to be appointed to superintend the meeting. (3) That two ballot boxes be put into use, and officials be appointed to take charge of these boxes. (4) That the result of the voting be posted up immediately after the casting of votes by the shareholders. (5) That the ballot boxes be opened from 10 o'clock on the morning of the 11th instant to 11 o'clock of the same morning. (6) That all invited representatives as well as shareholders who are to take part in the meeting be requested to be present early on the day of the meeting.

## FIGHTING AROUND LIMCHOW.

A letter from Limchow describes in detail the different engagements in the latter part of last month between the bandits and the Government troops under the command of the recently dismissed Commander-in-chief Ho Cheung-ching and two other military officers surrounded Sung and Kwok. For five days in succession, from the 14th ultimo to the 17th ultimo, the troops defeated the rebels in the following places—Kwang Ping, Kow Lung, Ngau Kong and Pank Koi, killing many of them and seizing a large quantity of ammunition together with the seal of the ringleader of the rebels. On the morning of the 18th ultimo, the troops proceeded to raid the Luog Ngok village in which many rebels were supposed to be harbouring; but before they reached the village, the bandits had already lined up along the hillside and offered their opponents a stubborn resistance. After a severe encounter lasting for two hours, the troops emerged victorious from the fray, killing a number of rebels. The troops then surrounded the village which is a large one and a notorious robbers' stronghold. The troops bombarded it; the rebels were utterly routed after a three hours' hard fight. Many rebels were killed and the scene presented a dreadful sight in which there had been much bloodshed. On the morning of the 9th ult., this village was totally burnt to the ground. The soldiers then proceeded to raid the Mo Kung village, and had another engagement with the rebels on the way. They attacked this village also with bombs, killing a considerable number of the insurgents and seizing a very large quantity of ammunition, etc. The place is now practically quiet and the officials are now beginning reorganisation work.

A TOKIO telegram, of 1st inst., to the *N. O. D. News*, says:—In reference to the order given by the San Francisco police to Japanese Employment Offices to withdraw their signboards on the ground that they are not American citizens, the Municipality declares that Treaty provisions do not affect police authority. The Japanese Embassy has not yet received official notification of the order and is deferring action, which would in any case be idle in present circumstances, pending the judgment of the Court at Washington.

## Telegram.

"HONGKONG TELEGRAPH" SERVICE.

## CHINESE BOMB OUTRAGE.

ANTI-MONARCHICAL FANATICS DESIGN.

THREE OFFICERS KILLED.

[From Our Own Correspondent.]

Shanghai, 8th July.

1.15 p.m.

On Saturday, while His Excellency En-Shou was inspecting a review of the caletts of Anhui, an anti-Monarchist flung a bomb amongst a group of officers surrounding the Governor.

His Excellency escaped, but three officers were killed.

[His Excellency En-Shou, the Governor of Taijuen, Shanxi, is noted for his anti-foreign tendencies and his appointment was the subject of protest by the British and Foreign Mails in 1906.—*Ed. H.K.T.*]

## AN INFANT'S MORTGAGE.

AND AN APPEAL TO UPSET IT.

In the Original Jurisdiction Court, this morning, before His Honour the Chief Justice presiding, Li Lung, an infant by Li Cheung Shi, of No. 27 Des Voeux Road, widow, his next friend, sued Tam Tam Hing, singlewoman, living in Hongkong, for (1) a declaration that an indenture of mortgage dated 16th March, 1906, and made between the plaintiff on the one part, and defendant on the other, and registered at the Land Office by Memorial No. 39,435, is null and void, (2) delivery up of the said indenture of mortgage for cancellation, and (3) that the registration of the said indenture of mortgage in the Land Office, be expunged from the Register. Mr. D. V. Stevenson, of Messrs. Deacons, Looker and Deacons, instructed Mr. M. W. Slade on behalf of the plaintiff, and Sir Otto Berkeley, K.C., instructed by Mr. Otto Kong Sing, represented the defendant. Mr. Slade said the plaintiff is an infant and is suing by his next friend, Li Cheung Shi, a widow, residing at No. 207 Des Voeux Road. The defendant is a single woman residing in Hongkong.

For the defence it was stated that the defendant denied that plaintiff was an infant. The defendant denies that the plaintiff was born on the 9th February, 1886, and said that the plaintiff was born on 2nd February, 1884. The defendant said that prior to the mortgage mentioned in the fourth paragraph of the statement of claim, and prior to the advance by the defendant to the plaintiff of the \$10,000, the plaintiff expressly represented to the defendant that he, the plaintiff, was of the full age of 22 years, and defendant believed such express declaration to be true, and acted upon the faith thereof in making the said advance by way of loan, and in accepting the said mortgage as security for the repayment of the said advance. And for a further defence the defendant said that the plaintiff is a subject of the Emperor of China, and is, as is his next friend, and was at the time of the said advance, and the execution of the said mortgage, domiciled in Canton in the Dominions of the Emperor of China. The defendant said that by the law of China a person is of full age when he has attained the age of 16 years, and that the plaintiff, being at the time of the execution of the said mortgage domiciled in China as aforesaid and being above the age of 16 years had capacity to enter into the contract contained in the said mortgage, and that such mortgage was accordingly valid and cannot be set aside, and that the personal covenant therein contained for the repayment by the plaintiff of the sum of \$10,000, advanced as aforesaid, is valid and enforceable against the plaintiff. Evidence was heard, and the case continued.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*Doric*) 10th inst, 6 a.m.  
English (*Dith*) 11th inst, 6 a.m.  
Indian (*Kamsang*) 13th inst.  
German (*Zilian*) 17th inst.  
Indian (*Kulsang*) 18th inst.  
The Silk ex *s.s. Shawmut* arrived at New York on 13th ult, 35 days.  
The Boston S.S. Co's *Thetford* arrived at Victoria on 5th inst.  
The J. C. S. N. Co's *s.s. Kamsang* from Calcutta and the Straits left Singapore for this port on 6th inst, at 6 p.m.  
The O. & O. S. S. Co's *s.s. Doric* sailed from Shanghai and is due to arrive at this port on Wednesday morning at 6 a.m.  
The N. Y. K. *s.s. Bligh* from Yokohama, European Line, left Singapore for this port on 4th inst, and is expected here on 10th inst.  
The O. & O. S. S. Co's *s.s. Persia* (formerly the *s.s. Capella*) will sail from Yokohama on 8th inst, and will therefore be due to arrive at this port on 16th inst.  
The P. & O. S. N. Co's *s.s. Dullion* left Singapore for this port on 6th inst, at 6 p.m., with the outward English Mail, and is here on 11th inst, at about 6 a.m.  
The C. P. R. Co's *s.s. Empress of China* arrived at Shanghai at 6 p.m. on 6th inst, and left again at 5 a.m. Sunday for Nagasaki, where she is due to arrive at 10 a.m. on 8th inst.  
The Imperial German Mail *s.s. Zieten* carrying the German Mail with dates from Berlin of the 18th ult, left Cologne on 6th inst, 6 p.m. and may be expected here on or about 17th inst.



## Telegrams.

[Route 10.]

## The Transvaal.

London, 5th July.

The Transvaal Government has introduced an Immigration Bill excluding immigrants unable to write a European language, or Yiddish, or who are likely, through poverty, to become a burden to the State.

## The Hague Conference.

The Sub-Committee of the Hague Conference has discussed the British proposal for floating mines.

The British delegates accepted a Japanese amendment sanctioning drifting mines equipped with an apparatus to render them innocuous in a very brief period after they are cast adrift.

## Henley—The Grand Challenge.

The Belgian crew won the Grand Challenge. Captain Darrell won the Diamond Sculls.

## Korea and the Hague Conference.

Reuter's correspondent in Seoul states that the Emperor, being interrogated by Count Ito, denied all knowledge of the Korean deputation to the Hague.

Count Ito, interviewed afterwards, said that the Emperor's persistence in such intrigues would constitute hostile action against Japan, and that it must be stopped.

## The United States.

6th July.

Washington wires that the fleet will probably sail early in the autumn for a voyage occupying sixty days.

It is believed that after the fleet has reached Peru it will proceed more deliberately than before; apparently because it could in case of emergency then reach San Francisco before any other fleet.

Three additional battleships and several cruisers are joining the Pacific squadron. Rear-Admiral Bob Evans is in command.

## DEAF AND DUMB CHAFFEUR.

COOLIE INJURED IN BONHAM ROAD BY AUTOMOBILE.

Probably few people in Hongkong know that the owner and chauffeur of the large automobile, which is so frequently seen about town, is both deaf and dumb. This fact was learned at the Police Court, this morning, when Chu Fak Hok, the chauffeur, was arraigned before Mr. C. N. Orme, on a charge of reckless driving and injuring a coolie. The idlers at the back of the Court were interested and amused when the deaf and dumb interpreter started to let the accused know what was happening. By some extraordinary contortions which apparently formed part of the Chinese deaf and dumb alphabet, the interpreter managed to make accused understand the charge. A plea of guilty was then entered.

On Saturday afternoon, defendant and a few friends were driving along Bonham Road in the car, at a very fast rate. Near the pumping station there is a rather sharp turning and the road at that point becomes narrower. Here, the police allege, accused swung round the bend, forgetting to sound his horn, and a coolie, who was walking along the road, was struck by the autocar, the wheels of which passed over his legs. He was sent to the Government Civil Hospital, and it is believed his leg is broken.

When it became known to his Worship, that the accused could neither hear nor speak accused was asked whether he thought he was a safe person to take charge of a car. To this no answer was given.

His Worship—Tell him he had better not drive that car again. He is not considered a safe person. He will pay a fine of \$5, and I further order him to give the coolie \$5 as compensation.

## THE ANTI-OPIMUM CAMPAIGN AT SHANGHAI.

At 2 o'clock on Sunday afternoon, says the N. C. D. News of 1st inst., nearly 2,000 persons, consisting of officials, gentry and merchants of this Port, met in the Mingtung'ang, or Literary Examination Hall, to celebrate the operation of the opium prohibition law in Shanghai district. The Shanghai Taotai, the Shanghai Magistrate and the Marine Sub-Prefect, were also present at the invitation of the leaders of the gathering. Congratulatory speeches were the order of the day, the principal tenor of which was that if the people of the Empire possessed and showed the will and determination to eradicate the evil habit of opium smoking and other forms of consumption, the drug, it would be the turning point for China—the path of the ways, in fact—which would in time transform the weak China, as she is now, into a powerful and wealthy country. Furthermore, that if the people could of their own accord root out the evil, it would be a proof that the people will be able to assume the responsibility of taking up Parliamentary representation. During intervals in the meeting the Bands of the Industrial School, at S'icwai and of the Physical Association, played patriotic music. The officials present thanked the gentry and people of Shanghai for so materially assisting them in putting down the vice of opium consumption in the district. Without their valuable help, the Taotai rightly declared, the officials would never be able to bring the law into operation. The meeting broke up at 5 p.m., after many good wishes and mutual congratulations.

## HARBOUR COLLISION.

COURT OF INQUIRY.

At the Harbour Office, this afternoon, Commander Basil R. H. Taylor, R.M., Harbour Master and Marine Magistrate, held an inquiry into the circumstances touching the collision between the launch *Fook On* and the River Steamer *Hungshan*, at 3.15 p.m., on the 18th June, while the *Fook On* was backing out from Millier Street wharf. With Commander Taylor, sitting as a Marine Court, were Lieut. Henry Butterworth, R.M., H.M.S. *Tamir*, Edward Beetham, master of the s.s. *Empress of India*, Alfred Stoker, master of the *Woodwick*, and Henry W. Walker, master of the s.s. *Kwong Tung*. The note convening the Court was read and the letter of Captain R. Dowsett Thomas, of the s.s. *Hungshan* asking for an inquiry.

The fact as already recorded in these columns was related and the case continued.

## LUNACY INQUIRY.

DOUBLED JURY IMPANNELED.

At the Supreme Court this morning, before his Honour Mr. A. G. Wise, Pious Judge, presiding in Lunacy Jurisdiction, the case was called on for inquiry in the matter of Ki Chit, alleged to be of unsound mind, under the Lunacy Ordinance of 1906.

Mr. H. G. Calhoun, instructed by Mr. E. P. H. Lang, appeared for the petitioner, Pun Chan Shi, the mother of the alleged lunatic. The following jury was impaneled: E. T. Bunjee (foreman), J. M. Irvine, R. Millar, T. Shade, D. S. D. Burjor, P. E. C. Imer, G. G. Catchick, R. W. Pearson, R. A. B. C. Seydler, J. Patterson, F. Gomes, A. R. Blake, P. G. F. Priser, A. W. J. Watt. Mr. Calhoun said this was an issue under the Lunacy Ordinance of 1906, and the question to go before the jury was whether Ki Chit was capable of managing himself and his affairs. The father of Ki Chit died and left considerable property, and when the son lately came of age, it was found that he was incapable of managing his affairs.

When he was six years old a tumour appeared on his head near his right temple, and since then he had always appeared strange, and been extremely nervous. He would not even now go out alone, nor would he sleep alone, so that a servant had always to sleep in the room with him, and he had a peculiar habit of upsetting all bottles and jars of liquids he came across. Besides this he would tear his clothes, pull off his shoes, and pick at his toes in a most unreasonable manner, so that he had to be constantly watched. He had been examined by Dr. Jordan and Dr. Harston, and they would tell their own story. The finding of the jury would in no way alter the position of the alleged lunatic, who would remain in the custody of his mother, and a committee would be appointed to manage the estate.

Pun Chan Shi said she was the mother of the alleged lunatic. She went on to describe his conduct generally at home, and said he was born in 1885, and had lived with her all his life. When he was about six years of age he got a swelling on the right side of the head near the temple, but he continued to go to school until he was 18, but did not learn much. Now he just sat at home and pretended to read and talked and laughed to himself. If asked afterwards he could not tell what he had been reading. He was very nervous, and was afraid to go out alone as he was afraid of dogs, watchmen, the sound of fire-arms, and crackers and so on, and at night he would not sleep in a room by himself, and she had to keep a servant to occupy his room with him, and to be always about him. He was also in the habit of burning newspapers about the house, and she was in constant fear that he would set the house on fire, as he liked to get a match-box and make a bonfire of waste-paper. He was constantly destroying his clothes and shoes, and up to last year was in the habit of breaking up the furniture, but had stopped that now. If he got any medicine bottles he emptied them on the floor. Witness did not dare to say anything as she was afraid that if she did he would smash the bottles and cut himself.

Mr. Calhoun: If he finds cigars and cigarettes about the house what does he do with them?

Witness: He puts them in his pocket and smokes them when he feels inclined.

Mr. Calhoun: And when he gets hold of a bottle of wine?—He drinks it. (Laughter.)

Mr. Calhoun: With what result?—He gets very drunk. (Laughter.)

Continuing, witness said that one day lately, when it was raining heavily, Ki took a number of cushions into the yard and lay down in the rain and had to be dragged into the house.

The manager of the estate said that Ki Chit was entirely incapable of doing any business, and did not know the value of nor want money, and in fact would rather have a cigar than \$100. He would talk a lot of nonsense and then say he was speaking a foreign language. He could not really read much, though he pretended to do so. He would laugh and wag his head from side to side.

His Honour: As you, gentlemen, (to the jury) will notice he is doing now. Just glance at him from time to time.

Dr. Jordan and Dr. Harston said they examined Ki Chit in October any May last respectively, and said that Ki Chit behaved before them in just the way described above. They considered him of unsound mind owing to the tumour which prevented him from having a proper equilibrium over his actions, since his higher nervous system could not act upon the lower.

The jury, without retiring, after his Honour had briefly reviewed the evidence, said that they were unanimously of opinion that Ki Chit was of unsound mind, and mentally incapable of managing himself or his affairs.

His Honour: Thank you, gentlemen, for your attendance. The rest of the matter can be arranged in Chambers.

Mr. Calhoun: And the costs, my Lord?

His Honour: Ah, the costs must come out of the estate of course.

## THE GYMKHANA.

A SUCCESSFUL MEETING.

With the weather at its best, although a trifle warm, a large attendance, and a flying course, the third meeting of the Hongkong Gymkhana Club, which was held on Saturday last, at Happy Valley, proved an out and out success. Taking everything into consideration the racing as a whole was interesting and some very exciting finishes were the order of the day. But the Hurdle event proved nothing less than a farce. Four ponies started off in this race, to a good end-off. Beauport (R. F. C. Master up) took the lead at once and negotiated the first hurdle in good style, the others coming up strong. Nearing the second hurdle, Master unnecessarily applied his whip, Beauport became flurried, struck the hurdle and rolled into the ditch, flinging his rider clear over his head. Master was not seriously hurt, however. Then followed a series of accidents. Bruton lost his seat on Sanguine and came off, being followed shortly afterwards by Roberts, who was riding Sirocco. Minnoch (Com. Western), some distance behind, "walked" home winner.

The last event of the day produced a popular win for H.E. Mr. F. H. May's Highland Heather (owner up). As Mr. May led the winner into the enclosure the jockey was loudly cheered.

For the second time in Hongkong the non-selling sweeps were held on Saturday. Conducted as they were by Mr. I. P. Madar and his capable staff of accountants and other assistants, the sweeps gave entire satisfaction to the sporting public. The steady growth of the amount of the prizes testifies to the popularity of the sweeps with the racing fraternity. With the success demonstrated at the last two gymkhana the Stewards of the Jockey Club should be satisfied that this popular form of lottery has "taken on" and they would do well to sanction the sweeps as a regular institution at the annual meeting in February.

The result of the different races is appended—

ONE MILE FLAT RACE—Handicap.—For subscription griffins of this season 1906-07. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented by C. H. Ross, Esq. and prize: \$15. (Entrance fees to go to winner.)

Mr. Dryadust's b. Grey Tick, 10st 7lb. 1st  
Dr. J. W. Noble's b. No Savvy, 10st 11lb. 2nd  
H.E. Mr. F. H. May's g. Highland Heather, 10st 11lb. 3rd

Mr. Darius's g. Dreadnought, 10st 12lb. 1st  
Mr. Medico's ch. Nigel, 11st 0lb. 2nd  
Time—2.10.35

Parimutuel—\$27.60  
Sweeps—1st \$125.00; 2nd \$63; 3rd \$31.50.

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Catch weights at 10st, 6lb. Winners of an open race or open griffin race 5lb. extra. Non-winning subscription griffins allowed 5lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2lb. to be deducted next time he starts. Penalties accumulative up to 15lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. Dryadust's ex. Corcomb, 11st 11lb. 1st  
Mr. Godfrey Master's b. Blue Nile, 11st 0lb. 2nd  
Mr. E. Kadoorie's w. Manchurian Chief, 10st 6lb. (Mr. Clarke) 3rd

Time—2.28.45  
Parimutuel—\$10.20  
Sweeps—1st \$396.99; 2nd \$113.40; 3rd \$56.70.

LADIES' NOMINATION—EGG AND SPOON RACE.—Each lady will be provided with a spoon; at the word "Go" lady will throw her spoon to the gentleman nominated by her who will be standing dismounted a short distance away. Gentleman after obtaining spoon to mount and gallop to a basket in which a number of eggs will be placed, dismount and obtain an egg, mount with egg and spoon and return to lady carrying egg in spoon, hand egg and spoon to lady who will run carrying egg in spoon to a post about 10 yards away. First lady past post with egg intact properly carried in spoon to win. There will be a line drawn across the course a short distance on the winning side of the basket, any gentleman touching egg with any part of hand after crossing this line will be disqualified. Another line will be drawn across the course about 10 yards from the winning post, gentleman must pull up before crossing this line; any gentleman crossing this line before he has handed his egg and spoon to lady will be disqualified.

After throwing spoon to gentleman ladies will retire to side of the course and wait till gentleman nominated returns with egg and spoon to the line where he must pull up. Lady must not touch egg with any part of hand. Half of the eggs will be hard boiled. Open to members of both services as well as to members of the Gymkhana Club. Entrance fee \$3. 1st and 2nd prizes presented by the Club. Post entries accepted.

Mr. Vernon and Miss Layton  
Mr. R. F. C. Master and Miss Shelton Bopper

HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights at 10st, 6lb. Winner of hurdle race at last gymkhana, 5lb. extra. Entrance fee \$5. 1st prize: A cup presented by His

## Today's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. E. R. MILLER, to sell by

PUBLIC AUCTION,

For Account of Mr. J. R. CAPELL,

OF

THURSDAY,

the 11th July, 1907, at 2.30 P.M., at

No. 1, Bay View, Kowloon,

THE WHOLE OF THE

VALUABLE

HOUSEHOLD FURNITURE,

THEREIN CONTAINED,

Comprising:—

DOUBLE BRASS AND IRON BED-

STEADS with WIRE MATTRESSES,

TEAKWOOD WARDROBES with BE-

VELLED GLASS MARBLE-TOP WASH-

STANDS, OVERMANTLES, DRESSING

TABLES with BEVELLED GLASS, TEAK-

WOOD EXTENSION DINING TABLE

and CHAIRS, GLASS, CROCKERY and

E.P. WARE, TEAKWOOD SIDEBOARD

with BEVELLED GLASS, DINING WAG-

GONS, a quantity of BLACKWOOD WARE,

PICTURES, &amp;c. &amp;c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 8th July, 1907. [646]

Excellency Mr. F. H. May, and prize: \$25.

(Entrance fees to go to winner). Post

entries. No race unless four starters.

Mr. Rolason's Minnoch, 10st 8lb. 1st

(Com. Western, R.N.)

Mr. G. K. Hall Bruton's Sanguine, 10st 8lb

(Owner) 2nd

Mr. Rolason's Beauport, 10st 13lb. 3rd

(Mr. R. F. C. Master) 4th

Mr. Roberts' Sirocco, 10st 8lb (Owner) 5th

Parimutuel—\$111.10. Sweeps—\$5.69.35; 2d

\$134.10; 3rd \$67.05.

TANT PEGGING CHALLENGE CUP.—Presented

by His Excellency Major-General Broad-

wood, C.B. For China ponies. To be run

for five times and to be won by the

rider scoring most marks at the end of

the season. Best of three runs at each

meeting. Points for pace and style. Open

to members of both services as well as to

members of the Gymkhana Club. Winner

of this event at previous Gymkhanas this

season to count marks scored by them at

this meeting towards aggregate. Only

Mementoes presented at this meeting to be

taken by riders scoring highest number ex-

clusive of previous winners. Entrance fee

\$5. A memento presented to the 1st and

2nd at each meeting. Post entries.

Mr. C. H. Ross, 15 points. 1st

Mr. W. S. Dupree, 18 points. 2nd

Mr. M. H. Logan, 16 points. 3rd

Mr. G. C. Moxon, 15 points. 4th

WELTER RACE.—About 3 furlongs. For all

China ponies. Catch weights over 13 stone.

Riders and ponies in the regular racing

events at this meeting to be barred. Open

to members of the Jockey Club and members

of both services as well as to members of the

Gymkhana Club. Entrance fee \$5. 1st prize:

a cup presented by John Paterson, Esq. and

prize: \$25. Post entries.

Crisis, 13st 1st (Mr. Gegg) 1

Velocity, 13st 2nd (Mr. Elwes) 2

Mr. H. Tiffenbach's Emerald King, 13st 0lb.

(Owner) 3

Commander Mageedie's Polar Star, 13st 0lb.

(Owner) 4

Mr. Godfrey Master's Drayon, 13st 0lb.

(Mr. Daniel) 5

Mr. M. W. S. Lade's Zapeter, 13st 0lb. (Owner)

Mr. T. C. Vernon's Quicksand, 13st 0lb.

(Owner) 6

Mr. Sherlock's Dublin, 13st 0lb (Mr. Logan)

Mr. Lee's Kaya, 13st 0lb (Owner) 7

Bigland Man, 13st 0lb (Mr. Morrell) 8

Time—1.48.35

Parimutuel—\$15.20

Sweeps—\$510.30; 2nd \$145.80; 3rd \$72.90

ONE MILE AND A QUARTER FLAT RACE

Handicap.—For all China ponies. Jockeys

who have not won more than two official

races in Hongkong, Shanghai or Tientsin

allowed 5 lb. Entrance fee \$5. 1st prize: A

cup presented by J. R. M. Smith, Esq. and

prize: \$5. (Entrance fees to go to winner.)

H. E. Mr. F. H. May's Highland Heather

10st 11lb (Owner) 1

Mr. Rolason's Beauport, 10st 13lb. 2nd

(Mr. Dupree) 3

Mr. Medico's Nigel, 10st 13lb. 4th

(Mr. G. C. C. Master) 5

Messrs. J. F. Hough &amp; R. Shawan's Pride

of Cadrow, 10st 6lb (Mr. Bruton)

Mr. A. Morley's Southdown, 9st 11lb. 6th

(Owner) 7

Mr. Outlaw's Robin Hood (late As Usual),

9st 8lb (Mr. Roberts) 8

Time—2.49.45

Parimutuel—\$17.70

Sweeps—1st \$141; 2nd \$126; 3rd \$63.

## NEW JOURNALIST FOR SHANGHAI.

A London paper states that Mr. Owen M. Green, who for over seven years has been a member of the editorial staff of the *Morning Leader*, was entertained to a farewell dinner at the Trocadero Restaurant, London, last month by a large number of his colleagues. Mr. Green is proceeding to China, and he takes with him the good wishes of a multitude of friends. Mr. Green's health was proposed by the chairman, Mr. F. J. Hillier, and it was proposed a second time by Mr. Edgar Wallace, on behalf of the journalists present who represented other newspapers. Mr. Green's "goodbye" was eloquent, too, adds the *London Journal*, and he will be able to solve the problem of the *Journal* with memories of a very cordial send-off.

## Today's Advertisements.

S.S. "TOKIN."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Malapan*, from Havre ex s.s. *Malapan*, and from Bordeaux ex s.s. *La Prudenti Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th July, 1907. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

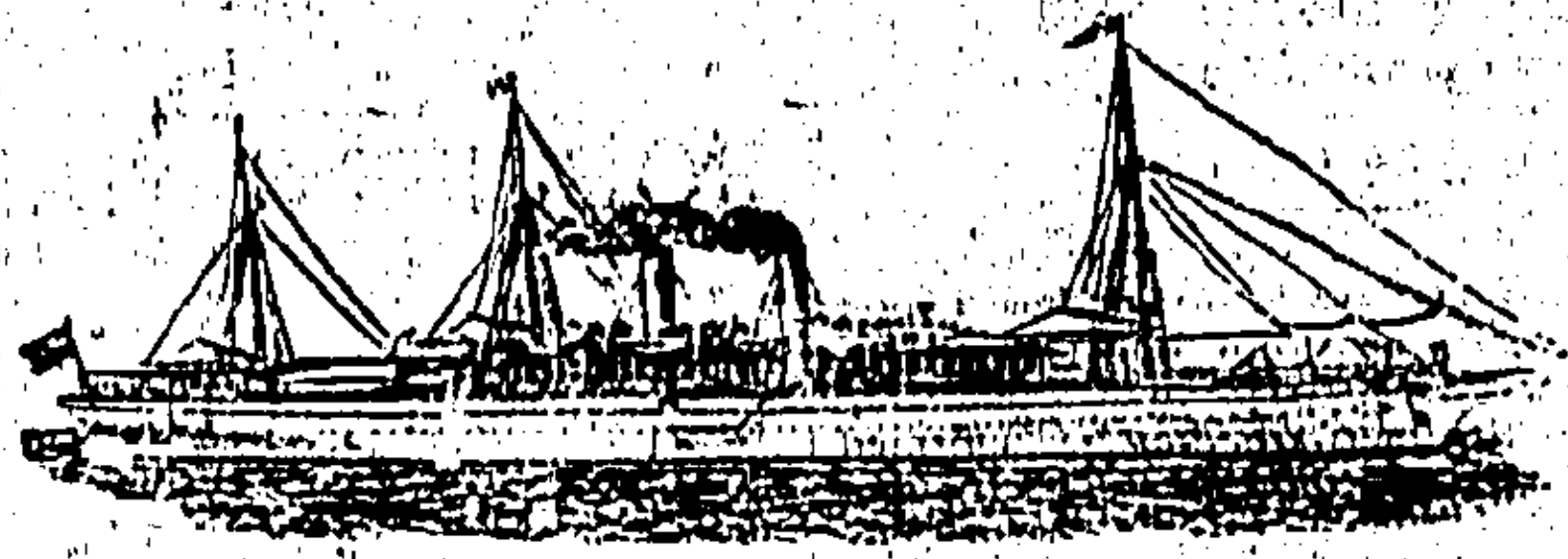
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M.,



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of Under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration).	
4 M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN" .....	1,882	WEDNESDAY, July 17th .....	Aug. 10th
"EMPEROR OF INDIA" .....	6,000	THURSDAY, Aug. 1st .....	Aug. 19th
"MONTEAGLE" .....	6,163	WEDNESDAY, Aug. 21st .....	Sept. 7th
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, Aug. 29th .....	Sept. 16th
"TARTAR" .....	4,125	WEDNESDAY, Sept. 11th .....	Oct. 5th
"EMPEROR OF UHNA" .....	6,000	THURSDAY, Sept. 26th .....	Oct. 14th
"EMPEROR" steamers will depart from Hongkong at 4 P.M.			
Intermediate steamers at 12 Noon.			

Intermediate steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patrial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42. £42.

R.M.S. "MONTEAGLE", "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pudding Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	TUESDAY, 9th July, 4 P.M.
TIENTSIN	"CHEONGSHING"	TUESDAY, 9th July, 4 P.M.
SANDAKAN	"MAUSANG"	THURSDAY, 11th July, 4 P.M.
MANILA	"VUENSANG"	FRIDAY, 12th July, 4 P.M.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	5 65	10 00
Penang	85	130
Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cebu, Tientsin, Newchwang and Yangtsie Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Hongkong, 6th July, 1907.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO, SHANGHAI & CHINKIANG	"FOO JHOU"	9th July, 4 P.M.
SWATOW & SHANGHAI	"SHAOSHING"	9th "
MANILA	"TEAN"	9th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	10th "
YOKOHAMA & KOBE	"CHINGTU"	11th "
CEBU & HIOLO	"KAIFONG"	13th "
SWATOW & SHANGHAI	"YOOHOU"	13th "
HAIPHONG	"CHIEH"	16th daylight

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsie and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th July, 1907.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUBI	2540	R. W. Almond	MANILA	SATURDAY, 13th July, at Noon.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 20th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th July, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"ABERLOUR"	FRIDAY, 23rd August.

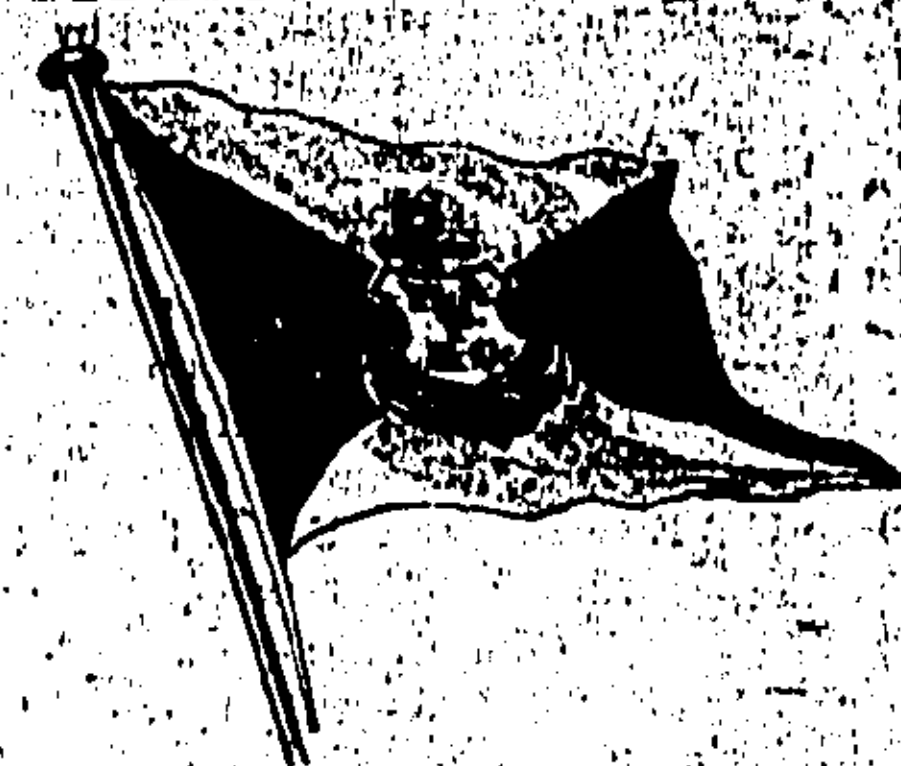
For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 3rd July, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN.

HIGHEST COMFORT, ONLY  
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.  
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG	2nd Aug.	SILESIA	11th July.
		SCANDIA	7th Aug.
		HABSBURG	4th Sept.
		RHENANIA	4th Oct.

Hongkong, 2nd July, 1907.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK" ... 9th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 3rd July, 1907.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on

"KATHERINE PARK" 4,900 July 18, noon

"KASATO MARU" 5,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,  
Manager,  
York Building.

Hongkong, 27th June, 1907.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duty qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 3rd July, 1907.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. B. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are fitted throughout by Electricity, Electric Fan in First Class Cabins.

Passage Fare—Single Journey, \$4.

Meals ..... \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO. LD.

and

SHIU ON S.S. CO. LD.

No. 4, Queen's Road, West.

Hongkong, 3rd July, 1907.

WEATHER-FORECASTS AND  
STORM-WARNINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards

indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

indicates a Typhoon to the North-East of the Colony.

3. A DRUM

indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

indicates a Typhoon to the South-West of the Colony.

7. A BALL

indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sai Kung.

Stanley. Tai Po.

Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand, by signal, from the light-houses.

W. DODWELL,  
Director.

27th May, 1907.

## EDNA MAY MARRIED.

SECRET WEDDING, WITH LITTLE LIGHT REFLECTS.

The thanks of the civilised world are due to Miss Edna May for her marriage to Mr. Oscar Lewisohn, which has taken place at last. Had the awful uncertainty as to its date gone on for much longer, human nature could not have stood the tension.

The actual ceremony took place at the Windsor Registrar's office at 10 a.m. Before the usual crowd of journalists and photographers. But Miss May's sublime desire for secrecy was magnificently kept. As the wedding-car left Torwood, the bridegroom's address at Ascot, the crowd of journalists and spectators at the gate discreetly looked the other way, the camera folk making casual remarks to each other about the crops as they passed them. At Windsor, the encamped hosts of camera and newspaper men had considerably disguised themselves as a part of the landscape. Never was secret better kept!

Those who were officially there to witness the wedding were Mr. C. Sydney Skiratt and Miss Mabel Skiratt; and for moral support there were Mrs. Pettie, the mother and sisters of the booming bride. Waiting at the door, not at the church, but at the registrar's office were the registrar, Mr. William Henry Gardiner, and the superintendent registrar, Mr. Lovegrove.

At first there was a tendency on the part of Windsor and district to get inside the registrar's room as well as the privileged protagonists, and a partial clearance, from considerations of toe-room, had to be effected. Even then the rather nervous bridegroom did not appear to be quite satisfied. Arrayed in morning coat, white waistcoat, striped trousers, and pince-nez, his attitude seemed to be "Are you marrying the lady or am I?" Miss May, however, with admirable presence of mind, turned on one of her famous Salvation smiles, and Mr. Lewisohn's blundering scowl melted like snow in a water-butt.

The ceremony itself was a bare five minutes' ordeal. Both the bride and bridegroom made audible noises when called upon to do so, and both looked sunny and showery by turns. The bride was described on the certificate as follows:

Edna May Titus, the divorced wife of Frederick Titus, formerly Edna May Pettie, 28 years, Cadogan-place, London, S.W.

Outside the crowd of witnesses had continued to grow. And when the bride and bridegroom came out into the street it was very difficult not to forget that the whole affair was such a tremendous secret. One lady, indeed, openly showed that she actually knew what was taking place. For quite suddenly she advanced and proffered a big bunch of yellow roses. Just as she drove off, Mrs. Lewisohn—who was clothed in white, samite, mystic, wonderful, from the top of her mushroom hat to the soles of her satin shoes—waved a fluttering white handkerchief, but whether to the crowd she was not supposed to see, or to the circumambient air, was not quite clear.

After the ceremony the rest of the wedding party motored back to Torwood, there to await the arrival of other guests, such as Miss Gerlie, Viscount Esher, Lady Eldon, Miss Kate Cutler, Miss Marie Studdell, Miss Pauline Chase, Miss Nina Sevensen, and Lotty Lind. The wedding reception was held at Torwood.

## THE INDIAN CLERK.

The Indian clerk is the best clerk in the world, said Lord Curzon. It is an open secret that but for him the wheel of administration would be somewhere stuck up in the mud. He is that draws up the orders of Government, gives a shape to the proceedings of the Board of Revenue and carries on the endless work in the Collectorate. But nothing is done in his name. The "boozing" is done by the officers. The most voluminous records, the most intricate files and any of the most bewildering mass of details he masters in no time, sets out the pros and cons in admirable office notes and submits a draft order for approval. The officer's initials are affixed almost automatically and orders issue with marvellous exactness. This is so in every department of administration and while one does the work the other gets the kudos. Perhaps if the poor clerk did less he might have got more, but he is seized with a deathless determination to do his all, whatever be the discouragement or the difficulty. His patience is assuaged, and heap whatsoever load on his back he would bear it all wonderfully well, carry it home and delight in the display of it. Some might be seen killed under the weight, but this does not deter this species from relaxing any of its "wanted" hardness. He is not particular about Sundays or other holidays. He is not the least concerned about regulated office hours. You may require his attendance in the early hours of the morning or during the late hours of the night. You will find him ever ready at his post. He will forego his meal for his work, cut short his domestic engagements, yet even sacrifice all religious ceremonies he may have to perform for the sake of his office work. He will do all this only to please his master. If he is superseded he does not generally grumble, but tries to work even harder. If he is ill, he tries to endure as best he may. He treats on a wage of half a rupee a day, and at the end of his service after twenty-five years of devotion and self-sacrifice finds himself in the enjoyment of the modest competence of £200 or even Rs. three a day, and if he has any life left in him yet relies on a pension of what he started with. What a life!—poor man! There is greater glory than profit in such a life, but who cares for the glances of India's clerk?

## N.O.T.I.C.E.

THE Public are hereby informed that no change has been made in the rate of Subscription to the Hongkong Telegraph, and they are urged to continue to pay the same. The rate is 10s. per annum in advance.

W. DODWELL,  
Director.

11 - King, 10th September, 1907.







## SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
RESEERVE.	AT WORKING ACCOUNT.						
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation (new) .....	80,000	\$125	\$125	\$1,000,000	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/3d = } \$24.33 making \$10.80 for 1906 .....	\$80 ex n. issue \$122 1/2 new issue London £79 ex new issue London £66 n. issue first call
National Bank of China, Limited .....	99,925	£7	£6	\$12,731	\$71,293	\$2 (London 3/6) for 1903 .....	\$51
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,675,000	\$33,638	\$20 for 1905 .....	\$270
North China Insurance Company, Limited .....	10,000	£15	£5	Tls. 100,000	Tls. 185,529	{ Interim of 7/6 for account 1906 @ ex } 7/10 11 16 per cent .....	Tls. 75
Unipol Insurance Society of Canton, Limited .....	12,400	\$250	\$100	\$3,000,000	1,460,400	{ Final of \$12. making \$42 for 1905 and } interim of 13 1/2 1906 .....	\$760 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$8,000	461,467	1/2 year ending 31.12.5 .....	\$175 buyers
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	\$1,000,000	1,62,980	1/2 and bonus \$2 for 1.05 .....	187 buyers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,250,000	1,435,236	\$40 for 1905 .....	\$320
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$7,500	\$365	\$1 for 1906 .....	\$15 buyers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	\$1,000,000	Nil	\$2 1/2 for year ended 30.4.1906 .....	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	70,000	\$15	\$15	\$1,050,000	20,170	\$1 for 2nd half-year making \$2.00 for 1906 .....	\$29 1/2 sales
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	\$6,000	2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905 .....	\$50
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	Tls. 54,378	Tls. 1,327	{ Final of Tls. 31 making Tls. 31 (Prof.) and } final of Tls. 3 making Tls. 51 (ord.) for 06 } 1/2 (Coupon No. 7) for 1906 .....	Tls. 46 sales Tls. 50 buyers 46/-
"Shell" Transport and Trading Company, Limited .....	2,000,000	£1	£1	\$1,000,000	85,355.60	{ \$1.00 } \$0.50 for year ending 30.4.1907 .....	4 1/2 % 3 1/2 %
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	\$100,000	137	Final of Tls. 2 making Tls. 6 for 1906 .....	Tls. 48
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	Tls. 41,479	1,18,730	\$8 for year ending 31.12.06 .....	\$100 buyers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	\$2,000,000	9,218	\$3 for 1897 .....	\$21
Luxon Sugar Refining Company, Limited .....	7,000	\$100	\$100	\$700,000	1,8,935	Tls. 4 (8 %) for year ending 31.8.06 .....	Tls. 85 sales
Yank Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	1,8,935	Interim of 1/6 for a/c year ending 28.2.07 .....	Tls. 15.90 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	\$1,000,000	12,546	Interim of 50 cents for account 1906 .....	G. 55
Oriental Consolidated Mining Company, Limited .....	500,000	G. 50	G. 50	none	G. 999,950	No. 12 of 1/- = 48 cents .....	\$6 buyers
Raub Australian Gold Mining Company, Limited .....	50,000	£1	£1	\$50,000	8,745	\$1.75 for year ending 31.12.06 .....	\$17 1/2 sellers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$450,000	110,335	Final of \$2 1/2 making \$5 for 1906 .....	\$80
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	\$2,000,000	13,047	\$6 for 2nd half-year making \$12 for 1906 .....	\$105 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	\$2,500,000	140,933	Final of Tls. 4 making Tls. 8 for 1905/6 .....	Tls. 76 buyers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	3,997	{ Final of Tls. 10 making Tls. 18 for year } ending 31.12.06 on old capital .....	Tls. 212 1/2 sellers
Shanghai and Hongkew Wharf Company, Limited .....	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	23,117	Tls. 18 for 1905 .....	Tls. 212 1/2
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	Tls. 250,000	12,936	Tls. 6 for 14 1/2 months ending 28.2.07 .....	Tls. 103
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	3,388	\$3 for year ended 30.6.1906 .....	\$28 1/2
Astor House Hotel Company, Limited (Shanghai) .....	30,000	\$25	\$25	\$750,000	36,418	\$1.80 for 1906 .....	\$15
Central Stores, Limited .....	50,123	\$15	\$15	\$751,845	36,178	\$5 for second half-year making \$10 for 1906 .....	\$118
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$600,000	371	Final div. of \$31 making \$7 for 1906 .....	\$105 sellers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	\$5,000,000	150,218	Final of 6 1/2 = 10 % for 1905 .....	Tls. 13
Hotel des Colonies Company, Limited .....	9,000	Tls. 25	Tls. 25	Tls. 225,000	15,935	Final of \$6 making \$10 .....	\$80
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	\$200,000	5,690	80 cents for 1906 .....	\$104
Imperial Estate & Finance Company, Limited .....	150,000	\$10	\$10	\$1,500,000	111,567	\$2 1/2 for 1906 .....	\$37 buyers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	\$300,000	11,089	{ Final div. of Tls. 3 & bonus Tls. 1 (old sh.) & } div. of 175 cts. & bonus of 1 cts. (new sh.) for 06 } Final div. of \$2.10 making \$4.10 for 1906 .....	Tls. 104 buyers \$50
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	61,678		
West Point Building Company, Limited .....	12,500	\$50	\$50	\$625,000	11,519		
<b>COTTON MILLS.</b>							
Two Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	Tls. 750,000	64,986	Tls. 10 for year ended 31.10.1906 .....	Tls. 64 sales
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited .....	125,000	\$10	\$10	Tls. 1,250,000	121,660	\$1 1/2 for the year ending 31.7.06 .....	\$11 1/2
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 750,000	36,211	Tls. 6 for year ended 30.9.06 (8 %) .....	Tls. 50
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	none	31,469	Tls. 8 for 1906 .....	Tls. 82 1/2 buyers
Boy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	50,663	Tls. 50 for 1906 .....	Tls. 330
<b>MISCELLANEOUS.</b>							
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	\$400,000	906	\$7 for 1906 .....	137 1/2 buyers
Beit's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	\$86,040	856	1/3 per share for 1905 .....	\$7 sellers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	\$12,000	653	\$3 for 1905 .....	\$20 sellers
China-Bosnia Company, Limited .....	60,000	\$12	\$12	\$720,000	Nil	\$1 for 1904 .....	19 sales
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	Tls. 200,000	889	Final of Tls. 5 making Tls. 10 for 1905 .....	Tls. 64 sellers
China Light and Power Company, Limited .....	50,000	\$10	\$10	\$500,000	125,000	60 cents for year ended 28.2.07 .....	14
China President Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	\$1,000,000	1855	80 cents for 1906 .....	\$9 sellers
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$7 1/2	\$187,500	2,555	\$1.30 for year ending 31.7.1906 .....	\$15 buyers
Green Island Cement Company, Limited .....	200,000	\$10	\$10	\$2,000,000	10,804	Final of \$1 1/2 making \$2.00 for 1906 .....	\$16 1/2 buyers
Hall & Holtz, Limited .....	21,000	\$20	\$20	\$420,000	15,092	\$2 1/2 for year ending 28.2.07 .....	\$21 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	\$600,000	2,933	11 per share for year ending 28.2.07 .....	\$14 1/2
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$125,000	14,361	Final of \$18 making \$22 for year ending 31.12.06 .....	\$24 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	50,000	\$10	\$10	\$500,000	14,312	\$2.00 for year ending 31.12.06 .....	9 1/2
Maatschappij tot Mijn. Bosch- en Landbouw- } exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	Tls. 547,500	10,374	Second interim div. of Tls. 7 1/2 for a/c 1907 .....	Tls. 292 1/2 buyers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	\$250,000	2,655	5 pps sh. or period for 19th Oct. to 30th Apr. 07 .....	\$104 sa. and b.
Peak Tramways Company (new) .....	50,000	\$10	\$10	\$500,000	Dr. P. 34,324	None .....	\$1.05 sales
Philippine Company, Limited .....	7,500	\$10	\$10	\$75,000	7,990	{ Final of Tls. 3 and bonus of Tls. 1 1/2 for } year ending 31.12.06 .....	Tls. 107 sellers
Shanghai Gas Company, Limited .....	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	7,971	Tls. 4 for 1905 .....	Tls. 45 sales
Shanghai Home Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	Tls. 270,000	3,374	Final of Tls. 5 and Tls. 10 for 1906 .....	Tls. 80 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	Tls. 450,000	7,843	Final of Tls. 6 making Tls. 10 for 1906 .....	Tls. 110 buyers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 600,000	85,592	{ Interim div. of 15/- for 1-year 1906 } Interim div. of 5/- for 1-year 1906 .....	Tls. 325 Tls. 295
Shanghai Waterworks Company, Limited .....	8,175	£20	£20	\$163,500	Dr. 14,934	None .....	\$7 sales
South China Morning Post, Limited .....	7,200	£20	£20	\$144,000	14,312	Interim of Tls. 4 for year 1905/6 .....	Tls. 100 buyers
Steam Laundry Company, Limited .....	6,000	\$25	\$25	\$150,000	3,499	First year .....	\$12 1/2 sales
Tientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	Tls. 200,000	2,655	70 cents on 9,000 ord. shares and \$9.00 on } 100 Forfeited for year endg 31.5.1906 .....	\$104 buyers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	\$500,000	5,482	Final of 40 cents per share making \$0 } cents for year ending 31.12.07 .....	\$11 sales
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$10	\$100,000	1,823	Final of 33 cts. making 80 cts. for the } year ended 30th June, 1907 .....	\$8
Watson, (A. S.) & Co., Limited .....	50,000	\$10	\$10	\$500,000			
William Powell, Limited .....	15,000	\$10	\$10	\$150,000			

\* These shares are entitled to half of the profits.

## Mails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.(Through Bills of Lading issued for BATAVIA  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAYRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "SYDNEY."

Captain Barillon will be despatched for  
MARSEILLES TO MORROW, the 9th July,  
at 1 P.M.Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS ..... 23rd July.  
S.S. TONKIN ..... 6th August.  
S.S. SALAZIE ..... 20th August.  
S.S. POLYNESIE ..... 3rd Sept.  
S.S. TOURANE ..... 17th Sept.  
S.S. AUSTRALIEN ..... 1st Oct.  
G. DE CHAMPEAUX,  
Agent.

## THE Steamship

## "CHINA."

Captain E. Street, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, &c., on SATURDAY, the 13th  
July, at Noon, taking Passengers and Cargo for  
the above Ports, in connection with the Com-  
pany's S.S. *Mooltan*, 9,600 tons, from Colombo,  
Passenger's accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement),  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S.  
*China*, due in London on 18th August, 1907.Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 1st July, 1907.

Hongkong, 8th July 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

FOR EASTMAN'S

REQUISITES

KODAKS, FILMS,

&amp;c., &amp;c., &amp;c.

AND

Telephone 256.

ACCESSORIES.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

# Dewar's

## 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN &amp; BERBERGER

15, 16 &amp; 17, Connaught Road Central.